

**Niagara Falls International Airport
Air Reserve Station,
New York**

Smart Book

resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$2.8M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Niagara Falls Air Reserve Station, NY

Recommendation: Close Niagara Falls Air Reserve Station (ARS), NY. Distribute the eight C-130H aircraft of the 914th Airlift Wing (AFR) to the 314th Airlift Wing, Little Rock Air Force Base, AR. The 914th's headquarters moves to Langley Air Force Base, VA, the Expeditionary Combat Support (ECS) realigns to the 310th Space Group (AFR) at Schriever Air Force Base, CO, and the Civil Engineering Squadron moves to Lackland Air Force Base, TX. Also at Niagara, distribute the eight KC-135R aircraft of the 107th Air Refueling Wing (ANG) to the 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME. The 101st will subsequently retire its eight KC-135E aircraft and no Air Force aircraft remain at Niagara.

Justification: This recommendation distributes C-130 force structure to Little Rock (17-airlift), a base with higher military value. These transfers move C-130 force structure from the Air Force Reserve to the active duty--addressing a documented imbalance in the active/reserve manning mix for C-130s. Additionally, this recommendation distributes more capable KC-135R aircraft to Bangor (123), replacing the older, less capable KC-135E aircraft. Bangor supports the Northeast Tanker Task Force and the Atlantic air bridge.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$65.2M. The net of all costs and savings to the Department during the implementation period is a savings of \$5.3M. Annual recurring savings after implementation are \$20.1M, with a payback period expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$199.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,072 jobs (642 direct jobs and 430 indirect jobs) over the 2006-2011 period in the Buffalo-Niagara Falls, NY, metropolitan statistical economic area, which is 0.2 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: Review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.



**SUMMARY OF INFORMATION FOR
NIAGARA FALLS AIR RESERVE STATION, NEW YORK**

914th Airlift Wing = 8 X C-130H3

107th Air Refueling Wing = 8 X KC-135R

COBRA Data for Pope Air Force Base Scenarios

Title	Close Niagara Falls Air Reserve Station (No Little Rock MILCON)	Close Niagara Falls Air Reserve Station (With Little Rock MILCON)
Data Date	27 April 2005	8 August 2005
One Time Savings/ (Cost)	(\$65 million)	(\$87 million)
Net Implementation Savings/(Costs)	\$5.3 million	(\$17.8 million)
Annual Recurring Savings/(Costs)	\$20 million	\$19.9 million
Net Present Value Savings/(Costs)	\$199 million	\$175 million
Military Positions Eliminated	43	43
Military Positions Realigned	72	72
Civilian Positions Eliminated	311	311
Civilian Positions Realigned	216	216
Payback Period	2 Years (2011)	4 Years (2013)

Base Operating Support Costs and PAA for Little Rock AFB and all AFRC bases

Base Name	State	Non-payroll BOS (\$000)	PAA	MDS
Grissom ARB	IN	\$10,977	16	KC-135
General Mitchell IAP ARS	WI	\$ 5,637	8	C-130
Niagara Falls IAP ARS	NY	\$11,035	8	C-130
Pittsburgh IAP ARS	PA	\$ 5,317	8	C-130
Youngstown-Warren Regional Airport ARS	OH	\$ 6,684	12	C-130
Homestead ARS	FL	\$ 6,123	15	F-16
Dobbins ARB	GA	\$13,100	8	C-130
Westover ARB	MA	\$13,632	14	C-5
March ARB	CA	\$13,332	8	KC-135
Minnesota/St. Paul IAP ARS	MN	\$ 5,989	8	C-130
Willow Grove ARS, NAS Willow Grove Joint Reserve Base	PA	\$ 6,452	8	C-130
Little Rock Air Force Base	AR	\$22,640	69	C-130



C-130 Summary Data

1. Air Force Allocation by Organization

Organization	C-130 Allocation
Air Mobility Command (AMC)	91
Air National Guard (ANG)	174
Air Force Reserves (AFR)	76
Air Education and Training Command (AETC)	47
United States Air Force Europe (USAFE)	20
Pacific Air Force (PACAF)	29
Total	437

2. Total number of C-130 installations included in all Air Force BRAC recommendations: **21**
3. Total number of C-130 aircraft included in all Air Force BRAC recommendations: **156**
4. Number of C-130Es recommended for retirement: **47**
5. Legislation prohibiting C-130E retirements during fiscal year 06: **Senate Bill 1043 Section 134 dated 17 May 2005**
6. Programming document that cancelled the C-130J: Program Decision Document (PBD) 753 date 23 December 2004
7. Legislation restoring the C-130J: **Senate Bill 1043 Section 134 dated 17 May 2005**
8. C-130J Programmed Allocations

Installation Name	Number of C-130Js Programmed	Programmed Delivery
Little Rock AFB (AETC)	14	FY 05 – FY 11
Little Rock AFB (AMC)	16	FY 14 – FY 17
Pope AFB	31	FY 07 – FY 13
Ramstein Air Base	18	FY 09 – FY 11
Yokota Air Base	11	FY 14 – FY 16

9. Number of recommended installations associated with Little Rock: 7

10. Number of C-130s recommended for movement to Little Rock: 77

Source Installation	Number at Installation	To Be Moved to Little Rock AFB	Model	Reference
Dyess AFB	32	24	C-130H	Air Force - 43
Reno-Tahoe AGS	8	8	C-130H	Air Force - 31
Niagara Falls ARS	8	8	C-130H	Air Force - 33
Schenectady County Airport AGS	4	4	C-130H	Air Force - 34
Mansfield-Lahm AGS	8	4	C-130H	Air Force - 39
General Mitchell ARS	8	4	C-130H	Air Force - 52
Pope AFB	25	25	C-130E	Air Force - 35

11. Recommended Primary Assigned Aircraft (PAA) at Little Rock AFB, AR

Status	C-130E	C-130H	C-130J	Total
Current	70	14	4	88
Retired	- 27	0	0	- 27
Transferred In	25	52	0	77
Transferred Out	0	0	- 3	- 3
Recoded to Backup Aircraft Inventory (BAI)	- 8	0	0	- 8
Total PAA	60	66	1	127

12. Total MILCON estimated at Little Rock resulting from BRAC recommendations: **\$107 million to \$270 million** (ref: letter to Chairman Principi from Congressman Walsh of New York). Actual cost may be as high at **\$292 million** according to bootlegged site survey for Little Rock AFB dated 14 April 2005.

Proportional Costs of Little Rock MILCON

Base	Relative Rank	Airlift Score	Approximate Proportional Cost of Little Rock MILCON	Source Material
Pope Air Force Base	6	69.99	\$89.4 million	COBRA
Dyess Air Force Base	11	65.95	\$ 77 million	Clearinghouse Response
Reno-Tahoe Air Guard Station	101	40.51	\$21.1 million	Clearinghouse Response
Niagara Falls International Airport Air Reserve Station	103	40.03	\$ 25.4 million	COBRA
Schenectady County Airport Air Guard Station	117	37.72	\$ 8.4 million	COBRA
Mansfield Lahm Municipal Airport Air Guard Station	119	37.28	\$ 12.7 million	COBRA
General Mitchell International Airport Air Reserve Station	130	33.77	\$12.7 million	COBRA
Total Estimated Little Rock MILCON			\$246.7 millions	

13. Relative Airlift Scores for Base recommendations related to Little Rock AFB

Base	Relative Rank	Airlift Score
Pope Air Force Base	6	69.99
Dyess Air Force Base	11	65.95
Little Rock Air Force Base	17	63.25
Channel Islands Air Guard Station	96	41.92
Reno-Tahoe Air Guard Station	101	40.51
Niagara Falls International Airport Air Reserve Station	103	40.03
Pittsburgh International Airport Air Reserve Station	105	39.64
Schenectady County Airport Air Guard Station	117	37.72
Mansfield Lahm Municipal Airport Air Guard Station	119	37.28
Quonset State Airport Air Guard Station	125	35.29
General Mitchell International Airport Air Reserve Station	130	33.77
Yeager Airport Air Guard Station	137	31.9

14. Air Force Airlift Organizational Principle:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness. Ref: White Paper, "Air Force Organizational Principles" dated 16 July 2004

C130H FY04 CPFH Final Execution Rates

Unit	BQ/FAS
Milwaukee	\$1,722
914 Niagara	\$1,956
Maxwell	\$2,224
1035 Dobbins	\$2,145
Peterson	\$1,709
11 Youngstown	\$1,751
11 Pittsburgh	\$1,494
	\$1,857 Average CPFH

Notes:

Command funded @ \$2699 total CPFH Rate

CPFH execution rates are based upon total costs divided by total flying hours flown

BQ is the Accounting System used to report total costs, i.e. DLRs, Consumable items,

CPFH GPC FAS "Purple Hub" is the system used to report Aviation fuel consumption

and costs Minn-St Paul not reflected, unit had C130E acft in FY04

Base Name	Original Proportion of Little Rock MILCON	Revised Proportion of Little Rock MILCON	Delta	% Difference
Pope Air Force Base	\$ 44.7	\$ 89.4	\$ 44.7	50.0
Dyess Air Force Base	?	\$ 77.0	?	?
Reno-Tahoe Air Guard Station	\$ 6.6	\$ 21.1	\$ 14.5	68.7
Niagara Falls International Airport Air Reserve Station	\$ 10.6	\$ 25.4	\$ 14.8	58.3
Schenectady County Airport Air Guard Station	\$ 1.9	\$ 8.4	\$ 6.5	77.4
Mansfield-Lahm Municipal Airport Air Guard Station	\$ 4.8	\$ 12.7	\$ 7.9	62.2
General Mitchell International Airport Air Reserve Station	\$ 4.8	\$ 12.7	\$ 7.9	62.2
Total	\$ 155.7 est	\$ 246.7		63.1



Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2011 (2 Years)

NPV in 2025(\$K): -199,415
 1-Time Cost(\$K): 65,188

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	2,738	17,954	12,471	0	0	0	33,164	0
Person	0	0	0	12,451	11,572	11,572	35,595	11,572
Overhd	-449	-570	-767	-30,015	-31,045	-31,045	-93,893	-31,648
Moving	0	483	88	10,114	0	0	10,685	0
Missio	0	0	0	0	0	0	0	0
Other	179	616	1,316	7,026	0	0	9,137	0
TOTAL	2,468	18,483	13,108	-424	-19,473	-19,473	-5,312	-20,076

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS ELIMINATED							
Off	0	0	0	1	0	0	1
Enl	0	0	0	42	0	0	42
Civ	0	0	0	311	0	0	311
TOT	0	0	0	354	0	0	354

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS REALIGNED							
Off	0	0	0	11	0	0	11
Enl	0	0	0	61	0	0	61
Stu	0	0	0	0	0	0	0
Civ	0	0	0	216	0	0	216
TOT	0	0	0	288	0	0	288

Summary:

 Close Niagara Falls ARS. The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
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 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	2,738	17,954	12,471	0	0	0	33,164	0
Person	0	0	0	25,083	36,337	36,337	97,757	36,337
Overhd	2,120	1,999	1,802	3,763	2,733	2,733	15,150	2,733
Moving	0	483	88	10,258	0	0	10,829	0
Missio	0	0	0	0	0	0	0	0
Other	179	616	1,316	7,026	0	0	9,137	0
TOTAL	5,037	21,052	15,678	46,130	39,069	39,069	166,037	39,069

Savings in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	0	0	0	0	0	0	0	0
Person	0	0	0	12,632	24,765	24,765	62,162	24,765
Overhd	2,569	2,569	2,569	33,778	33,778	33,778	109,043	34,380
Moving	0	0	0	143	0	0	143	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	2,569	2,569	2,569	46,554	58,543	58,543	171,348	59,145

Department : Air Force
 Scenario File : A:\USAF 0121v4 (318.3c2) Niagara Falls DBCRC Site Survey.CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DBCRC Site Survey
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2013 (4 Years)

NPV in 2025(\$K): -175,025
 1-Time Cost(\$K): 87,023

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	12,389	11,510	11,510	35,408	11,510
Overhd	-449	-118	-516	-29,763	-30,794	-30,794	-92,435	-31,396
Moving	0	1,751	20	9,773	0	0	11,544	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	3,761	52,898	851	-1,147	-19,284	-19,284	17,795	-19,886

	2006	2007	2008	2009	2010	2011	Total	
POSITIONS ELIMINATED								
Off	0	0	0	1	0	0	1	
Enl	0	0	0	42	0	0	42	
Civ	0	0	0	311	0	0	311	
TOT	0	0	0	354	0	0	354	
POSITIONS REALIGNED								
Off	0	0	0	11	0	0	11	
Enl	0	0	0	61	0	0	61	
Stu	0	0	0	0	0	0	0	
Civ	0	0	0	216	0	0	216	
TOT	0	0	0	238	0	0	238	

Summary:

Per DBCRC request _____

Close Niagara Falls ARS.

The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.

The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire.

Handwritten calculations:
 1243
 42
 311
 354

 115

 311
 216

 527

Department : Air Force
 Scenario File : C:\Documents and Settings\gingrick\My Documents\101R - Niagara Falls ARS, NY\USAF 0121v4 (318.3c2) Niagara
 Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DBCRC Site Survey
 Std Pctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2013 (4 Years)

NPV in 2025(\$K): -170,349
 1-Time Cost(\$K): 87,023

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	-----
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	12,389	11,510	11,510	35,408	11,510
Overhd	-1,049	-718	-1,116	-30,363	-30,194	-30,194	-93,635	-30,796
Moving	0	1,751	20	9,773	0	0	11,544	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	3,161	52,298	251	-1,747	-18,684	-18,684	16,595	-19,286

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS ELIMINATED							
Off	0	0	0	1	0	0	1
Enl	0	0	0	42	0	0	42
Civ	0	0	0	311	0	0	311
TOT	0	0	0	354	0	0	354

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS REALIGNED							
Off	0	0	0	11	0	0	11
Enl	0	0	0	61	0	0	61
Stu	0	0	0	0	0	0	0
Civ	0	0	0	216	0	0	216
TOT	0	0	0	288	0	0	288

Summary:

 Modified to include utility savings at Niagara Falls.

Per DBCRC request _____

Close Niagara Falls ARS.

The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.
 The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire.

Department : Air Force
 Scenario File : C:\Documents and Settings\gingrick\My Documents\101R - Niagara Falls ARS, NY\USAF 0121v4 (318.3c2) Niagara
 Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DECR Site Survey
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	25,021	36,274	36,274	97,570	36,274
Overhd	2,120	2,451	2,054	4,015	3,584	3,584	17,808	3,584
Moving	0	1,751	20	9,916	0	0	11,688	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	6,330	55,468	3,420	45,407	39,859	39,859	190,343	39,859

Savings in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	0	0	0	0	0	0	0	0
Person	0	0	0	12,632	24,765	24,765	62,162	24,765
Overhd	3,169	3,169	3,169	34,378	33,778	33,778	111,443	34,380
Moving	0	0	0	143	0	0	143	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	3,169	3,169	3,169	47,154	58,543	58,543	173,748	59,145

No MilPers.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 8/22/2005 3:13:40 PM, Report Created 8/22/2005 3:13:42 PM

Department : Air Force
Scenario File : C:\Documents and Settings\gingrick\My Documents\101R - Niagara Falls ARS, NY\101RM - Niagara Falls ARS, NY
Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DBCRC Site Survey
Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
Final Year : 2009
Payback Year : 2014 (5 Years)

NPV in 2025(\$K): -120,398
1-Time Cost(\$K): 87,095

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	14,256	15,348	15,348	44,952	15,348
Overhd	-1,049	-718	-1,116	-30,072	-29,902	-29,902	-92,760	-30,504
Moving	0	1,751	20	9,952	0	0	11,724	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	3,161	52,298	251	592	-14,554	-14,554	27,194	-15,156

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	311	0	0	311
TOT	0	0	0	311	0	0	311

	2006	2007	2008	2009	2010	2011	Total
POSITIONS REALIGNED							
Off	0	0	0	12	0	0	12
Enl	0	0	0	103	0	0	103
Stu	0	0	0	0	0	0	0
Civ	0	0	0	216	0	0	216
TOT	0	0	0	331	0	0	331

Summary:

Modified to include utility savings at Niagara Falls.

Per DBCRC request _____

Close Niagara Falls ARS.

The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.
The 397th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire.

Department : Air Force
 Scenario File : C:\Documents and Settings\gingrick\My Documents\101R - Niagara Falls ARS, NY\101RM - Niagara Falls ARS, NY
 Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DBCRC Site Survey
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	----
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	25,095	36,527	36,527	98,150	36,527
Overhd	2,120	2,451	2,054	4,306	3,876	3,876	18,683	3,876
Moving	0	1,751	20	10,167	0	0	11,939	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	6,330	55,468	3,420	46,024	40,403	40,403	192,049	40,403

Savings in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	----
MilCon	0	0	0	0	0	0	0	0
Person	0	0	0	10,839	21,179	21,179	53,197	21,179
Overhd	3,169	3,169	3,169	34,378	33,778	33,778	111,443	34,380
Moving	0	0	0	215	0	0	215	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	3,169	3,169	3,169	45,432	54,957	54,957	164,855	55,559

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
 Data As Of 8/23/2005 3:53:13 PM, Report Created 8/23/2005 3:53:17 PM

Department : Air Force
 Scenario File : D:\COBRA\New Commission COBRAS 23 Aug 05\New USAF 0121v4 (318.3c2)\New USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: New USAF 0121v4 (318.3c2) Niagara Falls ARS
 Std Fctrs File : O:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2034 (25 Years)

NPV in 2025(\$K): 1,205
 1-Time Cost(\$K): 5,261

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	23	260	0	0	0	0	283	0
Person	0	0	0	608	-18	-18	571	-18
Overhd	565	428	323	-32	-270	-270	744	-270
Moving	0	0	0	2,730	0	0	2,730	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	588	688	323	3,307	-288	-288	4,329	-288

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0

	2006	2007	2008	2009	2010	2011	Total
POSITIONS REALIGNED							
Off	0	0	0	9	0	0	9
Enl	0	0	0	25	0	0	25
Stu	0	0	0	0	0	0	0
Civ	0	0	0	137	0	0	137
TOT	0	0	0	171	0	0	171

Summary:

 Realign Niagara Falls ARS. The 107th Air Refueling Wing (ANG) KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine.
 The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire. TAN ANG association will be formed on the 8 PAA AFRC C-130 aircraft at Niagara.

30 Jun 2005

Inquiry Response

Re: BI0080, 0360 Effects on Non-DoD Tenants (Otis)

Requester: BRAC Commission

Question: 1. How did the Air Force take into account the "effect" of its recommendations on other federal agencies? What effects were considered? How did these effects factor into the Air Forces recommendations? Please cite some examples.

Answer: The Air Force identified its non-DoD Federal tenants in Data Call 2, Question 20.1217. The Air Force coordinated with the headquarters of tenants that might be required to assume responsibility for activities at installations recommended for closure. The Air Force followed OSD Policy Memorandum Three, 7 Dec 2004, assuming the recommendation would increase the tenant's costs. In the case of Otis ANGB, the Air Force contacted the Coast Guard headquarters and notified them of the proposed closure. Although there was actual notice to the agency affected, the Air Force inadvertently omitted the standardized language to be added to the candidate recommendation identifying the non-DoD Federal agency.

Question: 2. Our read of the law, leads us to believe that additional costs to the federal government should be included in the savings and ROI of each recommendation. Please provide the rationale for Air Force's legal opinion on the requirements of the aforementioned section of the BRAC law and why the Air Force considered only "effects" and not costs to other federal government agencies.

Answer: The Air Force followed the direction in OSD Policy Memorandum Three, Dec 7, 2004. This policy memorandum can be found on the DoD BRAC web page under the 2005 Reports, Reports and Processes, Part 1, Appendix E.

Approved



DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division

10 Aug 2005

Inquiry Response

Re: BI-0203 (CT-0836)

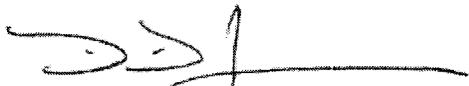
Requester: Ken Small, Air Force Team Leader, BRAC Commission R&A

Background: Community representatives at Niagara Falls Air Reserve Station (NFARS) highlighted the proximity of the base to the Canadian border and the volume of vehicular traffic that enters the United States from the area. NFARS supports elements of the Federal Bureau of Investigation (FBI), the Army Reserves and National Guard, Coast Guard, Drug Enforcement Agency, and Customs and Border Protection. Local agencies include Red Cross, Fire Department, County Sheriff, and the Niagara Falls Police. A chief concern of the community is how these agencies will be supported and the impact on homeland defense in the event NFARS is closed.

Question: Question for the Clearinghouse: Did the Department of Defense consider the impact of their recommendations on the budgets of other Federal agencies that use Niagara Falls Air Reserve Station?

Answer: Tenants, both DoD and Non-DoD, that reside on an installation (in this case Niagara Falls Air Reserve Station (NFARS)) are considered when a closure recommendation is developed. In the case of NFARS, the Air Force is responsible for moving those tenants that reside on the installation. Those costs were included in the COBRA data submitted as part of the NFARS closure. The Air Force did not collect data concerning budgetary impact on local agencies or non-resident Federal agencies that use NFARS in accordance with OSD policy memorandum three direction.

Approved



DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division



Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grissom ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
53	Carswell ARS, NAS Fort Worth Joint Reserve	50.57	53.62	50.3	32.08	72.7
54	Grand Forks AFB	50.53	35.28	62.52	63.66	79.09
55	Rickenbacker IAP AGS	50.04	45.27	61.23	20.26	71.11
56	Hickam AFB	49.77	34.58	66.93	60.5	1.12
57	Andersen AFB	49.64	30.79	70.34	62.87	0
58	Dannelly Field AGS	49.46	69.74	31.75	20.6	85.51
59	Randolph AFB	49.2	43.66	51.76	56.76	78.51
60	McGee Tyson APT AGS	48.32	47.96	51.87	25.79	86.02
61	Homestead ARS	48.15	37.64	59.36	48.73	53.65
62	Phoenix Sky Harbor IAP AGS	48.12	53.14	45.21	32.12	68.42
63	Memphis IAP AGS	48.01	50.94	45.72	37.17	75.57
64	Will Rogers World APT AGS	47.79	56.31	37.47	42.22	84.8
65	Lackland AFB	47.44	45.03	44.29	63.85	78.33
66	Boise Air Terminal AGS	47.32	46.89	46.65	44.25	78.4
67	Selfridge ANGB	47.27	44.66	52.56	38.56	42.51
68	Offutt AFB	47.07	43.55	49.1	48.25	73.2
69	Keesler AFB	46.8	64.62	29.62	26.47	85.3
70	Pease International Trade Port AGS	46.65	43.72	52.48	39.09	33.8
71	Dobbins ARB	46.5	51.35	44.38	27.71	67.58
72	Laughlin AFB	46.13	46.75	39.38	61.81	84.09
73	Indian Springs AFS	45.8	60.77	31.08	38.5	43.94
74	Jacksonville IAP AGS	45.79	53.89	38.47	30.75	77.87
75	Stewart IAP AGS	45.53	45.03	49.72	40.99	3.65
76	Cannon AFB	45.43	45.45	43.94	44.4	73.61
77	Savannah IAP AGS	45.1	52.68	38.84	26.3	84.65
78	Pittsburgh IAP AGS	44.85	36.28	55.13	35.53	69.3
79	Louisville IAP AGS	44.66	49.33	41.32	28.67	78.1
80	Scott AFB	44.55	39.62	52.04	33.65	53.95
81	Vandenberg AFB	44.16	40.15	43.97	66.26	32.48
82	Jackson IAP AGS	44.15	47.37	39.33	39.24	84.66
83	Salt Lake City IAP AGS	43.99	45.47	43.47	32.41	71.72
84	Bangor IAP AGS	43.83	43.24	42.24	48.22	63.61
85	Vance AFB	43.45	55.12	32.89	22.51	87.75
86	Tulsa IAP AGS	43.2	49.4	38.74	23.72	81.03
87	Lincoln MAP AGS	43.08	45.83	42.39	26.26	71.2
88	Harrisburg IAP AGS	42.89	47.01	44.21	11.84	69.5
89	Richmond IAP AGS	42.64	53.44	35.69	13.67	75.18
90	Fort Smith Regional APT AGS	42.58	52.08	31.91	31.62	88.84
91	Portland IAP AGS	42.32	46.23	37.58	39.48	60.13
91	Fort Wayne IAP AGS	42.32	48.09	39.65	17.72	79.17
93	Burlington IAP AGS	42.29	51.69	34.88	26	57.07
94	Patrick AFB	42.23	47	32.91	52.75	66.83
95	Gen Mitchell IAP AGS	41.98	40.89	43.76	35.25	59.38
96	Tucson IAP AGS	41.92	45.19	39.16	30.57	72.7

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
96	Channel Islands AGS	41.92	44.04	42.05	36.32	23.21
98	NAS New Orleans ARS	41.65	46.93	39.81	17.2	72.63
99	Minn/St Paul IAP ARS	41.52	32.19	52.63	36.8	47.69
100	Toledo Express APT AGS	41.45	44.03	36.46	42.51	72.76
101	Reno-Tahoe IAP AGS	40.51	44.93	39.29	23.44	47.47
102	Youngstown-Warren Regional APT ARS	40.09	40.95	38.26	35.23	73.97
103	Niagara Falls IAP ARS	40.03	35.85	43.28	41.92	55.66
104	Nashville IAP AGS	39.77	48.71	27.61	39.33	78.64
105	Pittsburgh IAP ARS	39.64	36.28	42.44	36.01	69.59
106	Joe Foss Field AGS	39.59	36.23	40.62	41.13	77.92
107	Sioux Gateway APT AGS	39.3	39.33	37.14	38.03	79.98
108	W. K. Kellogg APT AGS	39.22	38.19	37.74	44.28	62.57
109	Otis AGB	38.95	36.97	36.9	55.82	42.04
110	Kulis AGS	38.93	43.14	42.67	11.81	8.01
111	Atlantic City IAP AGS	38.81	45.55	31.54	37.39	41.33
112	Hulman Regional APT AGS	38.63	42.75	36.72	16.55	82.24
113	Dane County Regional - Truax Field AGS	38.59	42.35	37.71	19.21	61.55
114	Rosecrans Memorial APT AGS	38.22	40.01	32.73	41.97	81.65
115	Bradley IAP AGS	37.83	43.58	36.03	17.46	43.06
116	Barnes MPT AGS	37.75	43.93	31.39	33.33	47.17
117	Schenectady County APT AGS	37.72	49.21	25.33	30.66	60.05
118	Cheyenne APT AGS	37.65	46.92	24.3	42.72	68.7
119	Mansfield Lahm MAP AGS	37.28	42.33	33.5	20.6	74.01
120	New Castle County Airport AGS	36.96	48.83	28.33	15.48	47.53
121	Luis Munoz Marin IAP AGS	36.78	42.16	38.47	10.74	14.06
122	Hancock Field AGS	36.2	44.61	21.04	52.9	66.32
123	Willow Grove ARS, NAS Willow Grove Joint Reserve	35.85	43.92	32.22	12.92	39.74
124	Great Falls IAP AGS	35.51	35.71	32.68	39.59	62.23
125	Quonset State APT AGS	35.29	40.77	29.32	33.62	40.59
126	Klamath Falls IAP AGS	35.18	38.18	32.91	22.29	69.01
127	Greater Peoria Regional APT AGS	34.56	35.77	32.28	33.46	54.24
128	Capital APT AGS	34.53	36.96	32.03	28.06	57.09
129	Arnold AFS	34.22	44.49	13.9	57.35	89.61
130	Gen Mitchell IAP ARS	33.77	40.89	24.5	32.87	59.94

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
131	Springfield-Beckley MPT AGS	33.54	41.59	23.23	29.78	71.74
131	Des Moines IAP AGS	33.54	35.7	30.8	24.21	76.75
133	Moffett Federal Field AGS	33.14	40.1	31.66	11.59	15.79
134	Ewvra Sheppard AGS	33.11	47.05	17.83	22.37	73.39
135	Fresno Air Terminal AGS	32.77	46.12	21.98	12.56	46.99
136	Lambert - St. Louis IAP AGS	32.04	29.73	37.4	13.46	59.7
137	Yeager APT AGS	31.9	40.64	19.79	29.7	81.12
138	Hector IAP AGS	30.78	38.72	21.49	22.3	72.6
139	Duluth IAP AGS	30.43	35.49	21.71	34.16	66.75
140	Martin State APT AGS	30.37	50.13	10.15	16.26	58.71
141	F. S. Gabreski APT AGS	30.21	41.65	20.77	16.92	29.52
142	Hanscom AFB	29.65	42.58	20.17	10.54	25.42
143	Goodfellow AFB	7.37	0	4	36.4	82.66
144	Brooks City-Base	7.24	0	4	36.4	77.48
145	Malmstrom AFB	6.87	0	4	36.4	62.67
146	Francis E. Warren AFB	6.16	0	4	27.41	70.53
147	Schriever AFB	5.78	0	4	27.31	55.46
148	Rome Laboratory	4.92	0	4	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	4.69	0	4	16.8	53.84
150	United States Air Force Academy	4.59	0	4	13.92	61.68
151	Cheyenne Mountain AFS	4.24	0	4	11.89	55.61
152	Bolling AFB	3.59	0	4	9.07	40.62
153	Onizuka AFS	3.09	0	4	10.08	16.85
154	Los Angeles AFB	2.45	0	4	1.94	23.81



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BACKGROUND PAPER: BRAC C-130 CONSOLIDATION *

Introduction – The Air Force Base Realignment and Closure (BRAC) recommendations pertaining to the C-130 involve 21 installations and affect 156 aircraft.¹ This paper addresses issues related to a subset of those recommendations regarding the consolidation of C-130s at Little Rock Air Force Base (AFB). These issues are introduced in this section.

The consolidation of much of the C-130 fleet at Little Rock AFB contradicts stated Air Force organizational principles and will entail the movement of 77 aircraft and affect seven installations.² Two more facilities will be required to transfer an additional 16 C-130s to Pope AFB to replace 25 C-130s that are transferred from Pope AFB to Little Rock AFB.³ Twenty four of the total aircraft recommended for relocation to Little Rock AFB are currently located at four Air National Guard (ANG) units and their removal may be complicated or even negated by issues related to Title 32.⁴

Many of the C-130 Air Force recommendations appear to demonstrate an inconsistent use of the Air Force Base Realignment and Closure (BRAC) Analysis Tool used to assign Mission Capabilities Indices (MCIs) for assessing military value. A higher MCI number is intended to reflect a higher military value. In theory, facilities with lower MCIs would be favored for realignment or closure over those facilities having higher MCI values. As part of the effort to consolidate C-130s at Little Rock AFB however, aircraft were recommended for transfer to Little Rock AFB from Pope and Dyess AFBs. Both of these facilities had higher MCI values than Little Rock AFB.

The information used to assign military value also may have been outdated or incorrect. Data used in assessing military value was collected using the Web-based Installation Data Gathering and Entry Tool (WIDGET) software developed by the Air Force.⁵ The BRAC Analysis Tool then used these data in conjunction with military value and weighting criteria to develop the respective MCI values for each of the 154 Air Force installations.⁶ In order to standardize the evaluations, data obtained after 2003 were not considered for use in the analysis.⁷ However, this cut-off period may have led to incorrect conclusions. A prime example is the overarching justification for removing C-130s from many ANG and Air Force Reserve (AFR) bases. These units were often recommended for realignment or closure because they were considered unable to accommodate the optimal 12 aircraft recommended by the Air Force for an ANG or AFR C-130 squadron.⁸ BRAC staff visited seven of the C-130 bases having activities associated with Little Rock AFB, and found that all could accommodate the optimal number of aircraft.

When viewed as a whole, the Air Force BRAC recommendations pertaining to the C-130 consolidation at Little Rock AFB appears to be a response to Congressional prohibitions on retiring C-130Es and initial cancellation of the programmed purchases of C-130Js.

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Senior Analyst, Air Force Team
Base Realignment and Closure Commission

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Air Force C-130 Allocation – Much of the confusion pertaining to the Air Force C-130 recommendations stems from the number of versions available. The C-130 situation is clouded still further by the numerous C-130 mission configurations (i.e. airlift, gunship, or weather). This paper addresses only those C-130 models configured for airlift missions. There are currently three basic C-130 models in the Air Force inventory, the C-130E, C-130H and the C-130J. They are allocated as shown in Table 1.⁹

Table 1: Air Force C-130 Allocation by Organization

Organization	C-130 Allocation
Air Mobility Command (AMC)	91
Air National Guard (ANG)	174
Air Force Reserves (AFR)	76
Air Education and Training Command (AETC)	47
United States Air Force Europe (USAFE)	20
Pacific Air Force (PACAF)	29
Total	437

Decisions Made Regarding the C-130E – Many C-130Es currently assigned to units are over 40 years old and are either no longer flyable or are flyable only under certain restricted conditions. The primary concern with the aging C-130E is cracked wing boxes. It takes three years to get the wing boxes fixed at a cost of \$10 million per plane.¹⁰ The Air Force BRAC recommendations designate a total of 47 C-130Es for retirement.¹¹ However, Senate Bill 1043 Section 134 states “[t]he Secretary of the Air Force may not retire any C-130E/H tactical airlift aircraft of the Air Force in fiscal year 2006.”¹² When asked to comment on the apparent contradiction between this and the BRAC recommendations, the Air Force Clearinghouse response was:

In accordance with the BRAC law, the Air Force developed BRAC recommendations based on the future force structure plan submitted to the congress (*sic*) in November, 2004. If the congress (*sic*) subsequently prohibits the retirement of the aircraft, the Air Force will maintain the aircraft in accordance with the law and approved BRAC recommendations.¹³

Decisions Made Regarding the C-130H – There are five variants of the C-130H model; the C-130H, C-130H1, C-130H2, C-130H2.5, and the C-130H3.¹⁴ Externally, the aircraft are all very similar in appearance to each other and to the C-130E.¹⁵ The differences in variant designation are related to avionics and instrumentation upgrades.¹⁶ Because of these differences, crew trained in the operation of one variant cannot fly a different variant without additional training.¹⁷ However, safety issues essentially prevent dual training.¹⁸ As might be expected, there are also different maintenance requirements for these variants.¹⁹

Decisions Made Regarding the C-130J – The C-130J/J-30 was selected to replace the C-130E.²⁰ In addition to being longer than the “E” and “H” models, the C-130J is air-refuelable.²¹ Approximately 168 C-130J/J-30s were planned for the Air Force inventory

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as of September 2003.²² By the end of fiscal year 2004, 37 of these aircraft had already been delivered with most going to the AFR and ANG.²³ An additional 41 C-130Js were scheduled to go to Air Reserve Component (ARC) units. Future allocations of the remaining 90 C-130Js to active units are shown in Table 2.²⁴

Table 2: C-130J Programmed Deliveries Through Fiscal Year 2017

Installation Name	Number of C-130Js Programmed	Programmed Delivery
Little Rock AFB (AETC)	14	FY 05 – FY 11
Little Rock AFB (AMC)	16	FY 14 – FY 17
Pope AFB	31	FY 07 – FY 13
Ramstein Air Base	18	FY 09 – FY 11
Yokota Air Base	11	FY 14 – FY 16

Although the aircraft purchases were programmed, all procurements of the C-130J for the Air Force were terminated on 23 December 2004.²⁵ However, funding for C-130J purchases appears to have been reinstated on 17 May 2005 under different acquisition regulations.²⁶ The following sections indicate that Air Force realignment and closure decisions may have been influenced by the status of the C-130J program at the time and may not reflect its current status.

Air Force Scenarios Regarding the C-130 – The various scenarios regarding the movement of C-130s to and from Little Rock and Pope AFBs were obtained from the “Scenario Tracker” database and are provided in Attachment 1. While not definitive in nature, the proposed scenarios are useful for providing some insight into the Air Force decision-making process. The first scenario (USAF-0012) is entitled “Consolidate C-130 Fleet” and entails realigning the current C-130 force structure in as “few locations as practicable using standard squadron sizes and crews. . . .” Based on the scope of the first scenario, it seems reasonable to consider all following scenarios as subsets of the initial recommendation. Table 3 summarizes the BRAC C-130 scenarios as they pertain to Little Rock AFB.

Through 17 December 2004, the Air Force scenarios divided the C-130 recommendations almost equally between Little Rock AFB (36 PAA) and other locations (31 PAA). With the recommended retirement of 14 C-130Es and the recoding to backup aircraft inventory (BAI) of another 14 C-130Es, Little Rock AFB effectively received only 8 additional aircraft. Beginning on 6 January 2005 however, the direction of aircraft movement was clearly towards Little Rock AFB. From 6 January until 8 April 2005, the various scenarios had Little Rock AFB receiving 45 additional aircraft as opposed to 19 aircraft received at four other installations. The change in aircraft movement direction closely follows the 23 December date for PBD 753 and may suggest that the movement direction was influenced to some degree by decisions pertaining to the C-130J program.

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Table 3: C-130 Scenarios Relative to Little Rock and Pope AFBs

Scenario Date	Scenario Title	C-130 Model	Number Moved To
09/22/04	Consolidate C-130 Fleet	All	Not applicable
10/21/04	Close Ellsworth AFB	Unspecified models from 317 th Airlift Group at Dyess AFB, TX	Elmendorf AFB, AK (4 PAA)* Peterson AFB, CO (4 PAA) Cheyenne Airport AGS, WY (4 PAA) Pope/Ft. Bragg, NC (4 PAA) Little Rock AFB, AR (16 PAA)
12/17/04	Realign Little Rock AFB	C-130E C-130J	Pope AFB, NC (5 PAA C-130E, 2 PAA C-130J) Little Rock AFB Backup Aircraft Inventory (14 PAA C-130E) Retirement (14 PAA C-130E)
12/17/04	Realign Maxwell AFB	C-130H	Dobbins Air Reserve Base (ARB), GA (4 PAA) Little Rock AFB, AR (4 PAA)
12/17/04	Close Mansfield-Lahm MAP AGS	C-130H	Maxwell AFB, AL (4 PAA) Little Rock AFB, AR (4 PAA)
12/17/04	Realign Schenectady County Airport AGS	C-130H	Little Rock AFB, AR (4 PAA)
12/17/04	Realign Reno-Tahoe IAP AGS	C-130H	Little Rock AFB, AR (8 PAA)
01/06/05	Close Pope AFB	C-130E C-130J	Little Rock AFB, AR (11 PAA C-130E, 14 PAA C-130J)
02/04/05	Close Niagara Falls ARS	C-130H	Little Rock AFB, AR (8 C-130H)
02/04/05	Realign Pope AFB	C-130E C-130J	Little Rock AFB, AR (25 PAA C-130E) Little Rock retires 27 PAA C-130E Little Rock distributes 1 PAA C-130J to Quonset Airport AGS, RI Little Rock distributes 2 PAA C-130J to Channel Islands AGS, CA
02/04/05	Close Pittsburgh IAP ARS	C-130H	Little Rock AFB, AR (4 PAA C-130H) Pope AFB, NC (4 PAA C-130H)
04/08/05	Realign Boise Air Terminal AGS	C-130H	Little Rock AFB, AR (4 PAA C-130H)
04/08/05	Close General Mitchell ARS	C-130H	Dobbins ARB, GA (4 PAA C-130H) Little Rock AFB, AR (4 PAA C-130H)

* PAA – Primary Aircraft Assigned

Air Force BRAC Recommendations – The scenarios formed the basis for the Air Force recommendations. The stated justification for transferring C-130s to Little Rock AFB, resulted from the lower military values calculated for ANG or AFR installations.²⁷

Further justification was provided by an effort to transfer the C-130 force structure to “address a documented imbalance in the active/reserve manning mix for C-130s”.²⁸ The primary determinant of military value relative to AFR or ANG installations appears to be their ability to support the optimal 12 plane squadron. Table 4 depicts the seven different recommendations that send C-130s to Little Rock AFB.

Table 4: Air Force BRAC Recommendations Directing Aircraft to Little Rock AFB

Recommendation	Reference	Source Installation	Moved to Little Rock AFB
Ellsworth AFB, SD and Dyess AFB, TX	Air Force - 43	Dyess AFB, TX	24
Reno-Tahoe International Airport AGS, NV	Air Force - 31	Reno-Tahoe AGS, NV	8
Niagara Falls ARS, NY	Air Force - 33	Niagara Falls ARS, NY	8
Schenectady County Airport AGS, NY	Air Force - 34	Schenectady County Airport AGS, NY	4
Mansfield-Lahm Municipal Airport AGS, OH	Air Force - 39	Mansfield-Lahm AGS, OH	4
General Mitchell ARS, WI	Air Force - 52	General Mitchell ARS, WI	4
Pope Air Force Base, NC, Pittsburgh International Airport ARS, PA, and Yeager AGS, WV	Air Force - 35	Pope AFB, NC	25

The following subsections discuss the installation specific issues associated with the recommendations for consolidating C-130s at Little Rock AFB.

Little Rock AFB, AR – Little Rock AFB is the center for C-130 training and houses a C-130J Academic/Simulator Complex – Facility consisting of three different C-130J cockpit simulators of increasing complexity, a C-130J crew maintenance trainer, and a C-130J engine repair trainer.

There are currently 86-88 C-130s assigned to Little Rock AFB. These are allocated to the following commands:

- AMC (14 C-130H3s and 15 C-130Es)²⁹
- ANG (10 C-130Es)³⁰
- AETC (45 C-130Es and 4 C-130Js)³¹

Of the 70 C-130Es assigned to the three Little Rock AFB units, 15 (21%) are grounded and 21 (30%) are restricted.³² The Air Force recommended retiring 27 C-130Es stationed at Little Rock AFB.³³ Three of the four C-130Js at Little Rock AFB are recommended for distribution to Channel Islands AGS, CA and Quonset State AGS, RI.³⁴ These reallocations will leave Little Rock AFB with 56 – 58 of its original aircraft.

Table 5 summarizes the recommended movement of aircraft to Little Rock AFB.³⁵

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Table 5: Recommended C-130 Movements to Little Rock AFB

Installation	Number at Installation	Model	To Be Moved to Little Rock AFB
Dyess AFB, TX	32	C-130H	24
Reno-Tahoe AGS, NV	8	C-130H	8
Niagara Falls ARS, NY	8	C-130H	8
Schenectady County Airport AGS, NY	4	C-130H	4
Mansfield-Lahm AGS, OH	8	C-130H	4
General Mitchell ARS, WI	8	C-130H	4
Pope AFB, NC	25	C-130E	25

Moving 77 additional aircraft to Little Rock AFB may be problematic. The BRAC recommendations will raise the total number of aircraft to 133 – 135 (PAA and BAI) C-130E, H, and J models distributed to an AETC Wing, an ANG Wing, and an AMC Group. Three of the installations recommended to transfer aircraft to Little Rock AFB are ANG facilities, and therefore, the recommended movement of 16 C-130Hs from these locations may be complicated or even negated because of Title 32.³⁶ Further, the location of this many C-130 aircraft at Little Rock will consolidate approximately 31% of the C-130 fleet in a centralized location and contradicts Air Force principles for airlift mobility bases that states:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness.³⁷

Finally, discussions with base personnel during the 8 July staff only visit suggested that the existing support infrastructure had reached its maximum capacity. This observation was subsequently confirmed in a letter from Congressman Walsh citing a recent Air Force BRAC site survey estimating Little Rock AFB would need an additional \$107 to \$270 million in MILCON as a result of the BRAC recommendations.³⁸

Dyess AFB, TX – DOD recommended realigning Dyess AFB by transferring 24 C-130s to Little Rock AFB.³⁹ This realignment would make room for B-1 bombers transferred under the recommendation to close Ellsworth AFB, SD.⁴⁰ Dyess AFB has the capability to accommodate up to 68 B-1s and 35 C-130s.⁴¹

Because Dyess AFB had a higher MCI rating (11) than did Little Rock AFB (17), community representatives noted that transferring Dyess AFB's C-130s to Little Rock AFB was inconsistent with the Air Force's use of military value determinations.⁴² The Little Rock AFB recommendations also would combine C-130E, C-130H, and C-130J models at a single location, apparently contradicting the Air Force plan to consolidate

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aircraft of the same type.⁴³ Community advocates further maintained the beddown the C-130s at Little Rock AFB would cost more than keeping C-130s at Dyess AFB and relocating B-1s from Ellsworth AFB.⁴⁴ The cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M” while “the costs to transfer the C-130s to Little Rock and to consolidate the B-1s at Dyess is \$185M.”⁴⁵

Reno-Tahoe International Airport AGS, NV – Representatives of Reno-Tahoe IAP AGS stated the MCI value for their facility was low and that the realignment justification was incomplete.⁴⁶ Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land.⁴⁷ Since the data call, there has been an Air Force-approved airport authority land agreement allowing the expansion to 16 aircraft.⁴⁸ Further, eliminating the entire aviation program, aerial port, and fire department at Reno-Tahoe IAP AGS would incur unaddressed costs of nearly \$100M in 2005 dollars over a 20 year period to support the remaining expeditionary combat support (ECS) and other joint missions.⁴⁹ The position taken by representatives of Reno-Tahoe IAP AGE was that this is a significant departure from DOD’s cost savings analysis as outlined in BRAC Report.⁵⁰ Finally, Reno-Tahoe IAP AGS representatives indicated that the BRAC recommendation to relocate the ANG AW violates both the specific language and intent of the U.S. Constitution, several federal statutes, and the direction of the United States Supreme Court.⁵¹

Niagara Falls ARS, NY – Representatives of the community felt the Air Force recommendations were made based on outdated or incomplete information. Since 1995, the Niagara Falls Air Reserve Station (NFARS) has made a concerted effort to improve its infrastructure.⁵² As a result, 100% of excess capacity (33% of total) was eliminated over the past 10 years.⁵³ The average age of NFARS’ buildings is 32 years, or approximately 10 years less than that of other AFR facilities.⁵⁴ A recent agreement with the State of New York reduced electricity rates from \$0.11 per kilowatt hour to approximately \$0.06 per kilowatt hour, giving NFARS an annual reduction in electric utility costs of approximately 45% or \$450,000 annually.⁵⁵

Schenectady County Airport AGS, NY – Community representatives suggested that relocating four C-130H to Little Rock AFB will increase the usage of the ski mounted LC-130s and shorten their operable lifespan by approximately 25%.⁵⁶ They also reiterated issues related to the legality of the proposed realignment of the installations as follows:

- Proposed movement of aircraft is not related to infrastructure restructuring.⁵⁷
- Recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization is inconsistent with the intent of BRAC legislation.⁵⁸
- The Adjutant General Association of the United States (AGAUS) has validated that programmatic moves of the aircraft is inconsistent with BRAC objectives.⁵⁹

Mansfield-Lahm Municipal Airport AGS, OH – Unit personnel stated the data for their facility was incorrect.⁶⁰ The installation can accommodate more than eight C-130s on the current ramp and they were given no credit for their hangar because of the width of the door.⁶¹ However, wings slots in the hangar wall allow it to accommodate the C-130.⁶²

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General Mitchell Field ARS – During the base visit, all of the buildings appeared to be in good condition and very well maintained. The BRAC staff was informed by base officials that they currently have 8 C-130s, are manned for 12, and have the capability to expand to 16 aircraft.⁶³ Projects currently programmed include ramp expansion (75 ft.), propulsion shop expansion, and a new main gate.⁶⁴

Gen. Mitchell ARS officials felt that the MCI values for their facility were flawed and used the MCI scores of the co-located National Guard unit as an example.⁶⁵ Although the Guard unit flies tankers, using the same airspace and runway as the Reserve unit, the tanker unit received a higher MCI airlift value.

Pope AFB, NC – The stated justification for downsizing Pope AFB would be to take advantage of mission-specific consolidation opportunities to reduce operational and maintenance costs.⁶⁶ The corresponding smaller manpower footprint would facilitate transfer of the installation to the Army.⁶⁷

The 25 C-130Es from Pope AFB are intended to replace the 27 C-130Es recommended for retirement at Little Rock AFB.⁶⁸ In a related recommendation, the aircraft moving from Pope AFB will be replaced by a 16 C-130H AFR/Active Duty associate squadron comprised of eight C-130 aircraft from Yeager Airport AGS and eight C-130 from Pittsburgh International Airport Air Reserve Station (Pittsburgh IAP ARS).⁶⁹ The recommendation to transfer aircraft from Yeager AGS also may be affected by Title 32 concerns.

Pittsburgh IAP ARS – The justification for realigning Pittsburgh IAP ARS was based on the major command's capacity briefing that "land constraints prevented the installation from hosting more than 10 C-130 aircraft . . ." ⁷⁰ However, information provided by base personnel demonstrated ample space available for 20 aircraft with no additional MILCON required.⁷¹

Members of the unit also believed they did not receive the appropriate credit for the load bearing capacity of their ramp in determining the MCI value.⁷² As part of Pittsburgh IAP, the ramp area has been used as a taxiway for such heavy aircraft as 747s, C-5s, and B-52s and is routinely used by C-130s.⁷³ However, the ramp did not have a "published" pavement condition number (PCN) and consequently could not be used in the model for determining the MCI for the facility.⁷⁴ The lack of a PCN cost the installation 2.98 points.⁷⁵

Installation representatives also felt that other aspects of the WIDGET Model and the BRAC Analysis Tool overrated assets that were not necessary for the C-130 airlift mission.⁷⁶ Although these issues do not represent examples of using inaccurate or outdated data, or errors with the model, they do represent a bias in the model towards large, active duty facilities. Examples include:

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- Fuel hydrant systems – Because C-130s carry only 9,000 gallons, a fuel hydrant system is not necessary for accomplishing the C-130 airlift mission.⁷⁷
- Proximity to and quality of surveyed landing zones (LZs) – Surveyed LZs are not required for C-130 training.⁷⁸
- Distance to selected overseas Army Post Office Europe locations – The question is irrelevant for an installation flying theater airlift C-130s.⁷⁹

Yeager Airport AGS, WV – The major command's capacity briefing also reported that Yeager Airport AGS cannot support more than eight C-130s.⁸⁰ However, the Wing Commander reported that the unit can actually park 12 C-130s.⁸¹ During the base visit of 13 June 2005, there were eleven aircraft present. A little-used secondary runway also can be used for parking during surge operations.⁸² Further, the base received no credit in the MCI determination for its hangar since it was constructed to house fighters.⁸³ However the hangar has been able to contain C-130 for over 25 years with the addition of wall slots.⁸⁴

Conclusions – This paper demonstrates that use of the MCI military value scores appears to have been applied inconsistently in relation to the decision to consolidate C-130s at Little Rock AFB. The stated justification for closing or realigning ANG and AFR units, and moving their associated aircraft was because their MCI scores were lower than that of Little Rock AFB. If this justification were applied consistently, it follows that the C-130s recommended for Little Rock AFB (MCI value of 17) would instead have been recommended for Dyess AFB (11) or Pope AFB (6). The model also may demonstrate a bias towards active duty facilities and information used in determining MCI values may be outdated or incorrect.

The impetus behind the BRAC process is to save money by reducing infrastructure. It seems unlikely that realigning three Air Guard Stations, and closing three Air Reserve Stations and one Air Guard Station, will offset the \$107 to \$270 million in new MILCON required to accommodate the relocated aircraft at Little Rock AFB. Additionally, potential savings anticipated from the BRAC recommendations related to ANG units may be eliminated because of Title 32 issues. These issues also may affect recommendations regarding AFR units that are co-located with ANG units. Finally, any implied savings from the realignment of Pope AFB may have already been reduced or lost due to construction of a \$10.7 million two-door C-130J hangar that is 68% complete.⁸⁵

The effort to consolidate a large portion of the C-130 fleet at Little Rock AFB appears to contradict Air Force organizational principles regarding airlift mobility bases. This contradiction seems to be driven by a need to extend the operational life of the C-130E (and some H variants) by spreading the flight hours more evenly. This need took on greater urgency with the 23 December 2004 cancellation of the C-130J model. However, the C-130J was reinstated after the release of the BRAC recommendations and would seem to render moot the Air Force BRAC recommendations related to consolidating the C-130 fleet at Little Rock AFB.

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Attachment 1

C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases

Date	Scenario Number	Title	Scenario
09/22/04	USAF-0012	Consolidate C-130 Fleet	<p>Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principles: Primary determinant - MCI rating; optimize squadron size; consolidate airlift assets</p> <p>Exceptions: If installation has consolidated MDS now, do not reduce</p>
10/21/04	USAF-0018	Close Ellsworth AFB (S200.1c3)	<p>The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne and Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).</p> <p>Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).</p>
12/17/04	USAF-0058	Realign Little Rock AFB (S301)	<p>Assigned C-130E aircraft (5 PAA) and C-130J aircraft (2 PAA) will be redistributed to the 43rd Airlift Wing, Pope AFB, North Carolina.; other assigned C-130E aircraft will be recoded to backup aircraft inventory (14 PAA) and retire (14 PAA). The 23rd Fighter Group's A-10 aircraft (36 PAA) assigned to Pope AFB will be redistributed to Barksdale AFB, Louisiana.</p>
12/17/04	USAF-0059	Realign Maxwell AFB (S322)	<p>The 908th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (4 PAA) will be distributed to the 94th Airlift Wing, Dobbins ARB, Georgia, and the 314th Airlift Wing, Little Rock AFB, AR (4 PAA).</p>
12/17/04	USAF-0066	Close Mansfield Lahm MAP AGS (S319.1)	<p>The 179th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 908th Airlift Wing (AFRC), Maxwell AFB, AL (4 PAA) and the 314th Airlift Wing, Little Rock AFB (4 PAA). Flying related ECS moves to Louisville IAP AGS, Kentucky (Aerial Port) and Toledo Express Airport AGS, Ohio (Firefighters).</p>
12/17/04	USAF-0067	Realign Schenectady County APT AGS (S320)	<p>Relocate C-130H aircraft (4 PAA) to the 189th Airlift Wing (ANG), Little Rock AFB.</p>
12/17/04	USAF-0068	Realign Reno-Tahoe IAP AGS (S311Z)	<p>The 152nd Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 189th Airlift Wing (ANG), Little Rock AFB, Arkansas (8 PAA).</p> <p>The wing's ECS elements and the DCGS will remain as an enclave. ANG manpower will associate with active duty aggressor unit at Nellis AFB.</p>

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Attachment 1 (Concluded)

C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases

Date	Scenario Number	Title	Scenario
01/06/05	USAF-0096	Close Pope AFB (S315)	The 43rd Airlift Wing will be inactivated. Assigned C-130E (11PAA) and C-130J (14 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23rd Fighter Group's A-10 aircraft (36 PAA) will be reassigned to Barksdale AFB, Louisiana.
02/04/05	USAF-0121	Close Niagara Falls ARS (S318.3c1)	The 914th Airlift Wing (AFRC), Niagara Falls IAP ARS, New York will inactivate. The wing's 8 C-130H aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB. The 107th Airlift Wing (ANG) will inactivate and its 8 KC-135R aircraft will be distributed to the 101st Air Refueling Wing (ANG) Bangor, Maine. KC135E aircraft assigned (8 PAA) to the 101st ARW will retire.
02/04/05	USAF-0122	Realign Pope AFB (S316.2)	The 43rd Airlift Wing will be inactivated. Assigned C-130E (25 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); distribute C-130J aircraft to the 143rd Airlift Wing (ANG) Quonset State APT AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG) Channel Islands AGS, California (2 PAA). The 23rd Fighter Group at Pope will inactivate and associated A-10 aircraft (36 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing's HC-130P (11 PAA) and HH-60 (14 PAA) aircraft will be distributed to the 355th Wing, Davis Monthan AFB, Arizona. AFRC Aerial Port at Pope AFB will remain in place as a tenant to the Army. Additional Air Force will remain in place, as a tenant to the Army, to support Army Requirements at Ft Bragg.
02/04/05	USAF-0123	Close Pittsburgh IAP ARS (S317.1)	The 911th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Ft Bragg/Pope AFB (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE.
02/25/05	USAF-127	Realign Yeager APT AGS (S321.3c2)	The 130th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to Pope/Ft Bragg to form a 12 PAA AFR and active duty associate unit. Flying related ECS is moved from Yeager to Shepherd (Aerial Port and Fire Fighters.) Remaining 130th Airlift Wing ECS remains in place in enclave at Yeager.
04/08/05	USAF-128	Realign Boise Air Terminal AGS, Boise, ID (S325)	The 124th Wing, Boise Air Terminal, will distribute assigned C-130H aircraft to Little Rock AFB, Arkansas (2 PAA to ANG, 2 PAA to active duty).
04/08/05	USAF-130	Close General Mitchell ARS, Milwaukee (S324)	The 440th Airlift Wing (AFRC) will realign. The wing's C-130H aircraft will be distributed to the 94th Airlift Wing (AFRC), Dobbins ARB, Georgia (4 PAA) and the 314th Airlift Wing, Little Rock, Arkansas (4 PAA). The Wing's ECS Ops and MX will realign to Ft Bragg, NC.



Recommendations by Service - DoD Baseline vs. No Milpers

31 Major Recommendations that account for 90% of overall savings.

Sum of Actions	(\$43,997.74)	(\$21,045.26)	(\$22,952.48)	52%
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AF

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
79	Air Force-6	3	(\$2,780.60)	(\$393.03)	(\$2,387.57)	86%
100	Air Force-32	4	(\$2,706.80)	(\$216.54)	(\$2,490.26)	92%
103	Air Force-35	5	(\$2,598.10)	(\$55.13)	(\$2,542.97)	98%
104	Air Force-37	7	(\$1,982.00)	(\$108.32)	(\$1,873.68)	95%
109	Air Force-43	10	(\$1,853.30)	\$19.35	(\$1,872.65)	101%
Total for Service: AF			(\$11,920.80)	(\$753.67)	(\$11,167.13)	94%

Army

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
3	Army-8	20	(\$895.20)	(\$532.91)	(\$362.29)	40%
5	Army-11	15	(\$1,025.80)	(\$789.70)	(\$236.10)	23%
7	Army-16	30	(\$539.00)	(\$529.45)	(\$9.55)	2%
8	Army-19	26	(\$686.60)	(\$334.81)	(\$351.79)	51%
9	Army-20	16	(\$948.10)	\$868.54	(\$1,816.64)	192%
Total for Service: Army			(\$4,094.70)	(\$1,318.33)	(\$2,776.37)	68%

E&T

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
121	E&T-6	18	(\$934.20)	\$376.73	(\$1,310.93)	140%
Total for Service: E&T			(\$934.20)	\$376.73	(\$1,310.93)	140%

H&SA

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
142	H&SA-31	13	(\$1,278.20)	(\$925.60)	(\$352.60)	28%
143	H&SA-33	8	(\$1,913.40)	(\$877.23)	(\$1,036.17)	54%
145	H&SA-37	12	(\$1,313.80)	(\$1,306.79)	(\$7.01)	1%
146	H&SA-41	6	(\$2,342.50)	(\$1,774.51)	(\$567.99)	24%
Total for Service: H&SA			(\$6,847.90)	(\$4,884.13)	(\$1,963.77)	29%

Industrial

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
158	Ind-12	23	(\$716.37)	(\$707.72)	(\$8.65)	1%
160	Ind-14	27	(\$347.88)	(\$346.39)	(\$1.49)	0%
165	Ind-19	1	(\$4,724.20)	(\$4,154.53)	(\$569.67)	12%
Total for Service: Industrial			(\$5,788.45)	(\$5,208.64)	(\$579.82)	10%

Intel

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
168	Int-4	31	(\$535.10)	(\$535.10)	\$0.00	0%
Total for Service: Intel			(\$535.10)	(\$535.10)	\$0.00	0%

Medical

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
170	Med-6	17	(\$940.70)	(\$235.02)	(\$705.68)	75%
173	Med-12	22	(\$818.10)	(\$21.30)	(\$796.80)	97%
Total for Service: Medical			(\$1,758.80)	(\$256.32)	(\$1,502.48)	85%

Navy

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
60	DoN-10	11	(\$1,514.43)	(\$687.24)	(\$827.19)	55%
62	DoN-13	19	(\$910.90)	(\$182.10)	(\$728.80)	80%
67	DoN-20	28	(\$665.70)	(\$87.09)	(\$578.61)	87%
68	DoN-21	25	(\$710.50)	(\$433.98)	(\$276.52)	39%
69	DoN-23	14	(\$1,262.40)	(\$1,005.61)	(\$256.79)	20%
71	DoN-26	21	(\$822.23)	\$23.16	(\$845.39)	103%

<i>Total for Service: Navy</i>		(\$5,886.16)	(\$2,372.86)	(\$3,513.30)	60%
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S&S

<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
175	S&S-5	24	(\$735.30)	(\$735.85)	\$0.55	0%
176	S&S-7	9	(\$1,889.60)	(\$1,877.58)	(\$12.02)	1%
177	S&S-13	2	(\$2,925.80)	(\$2,906.81)	(\$18.99)	1%
<i>Total for Service: S&S</i>			(\$5,550.70)	(\$5,520.24)	(\$30.46)	1%

Technical

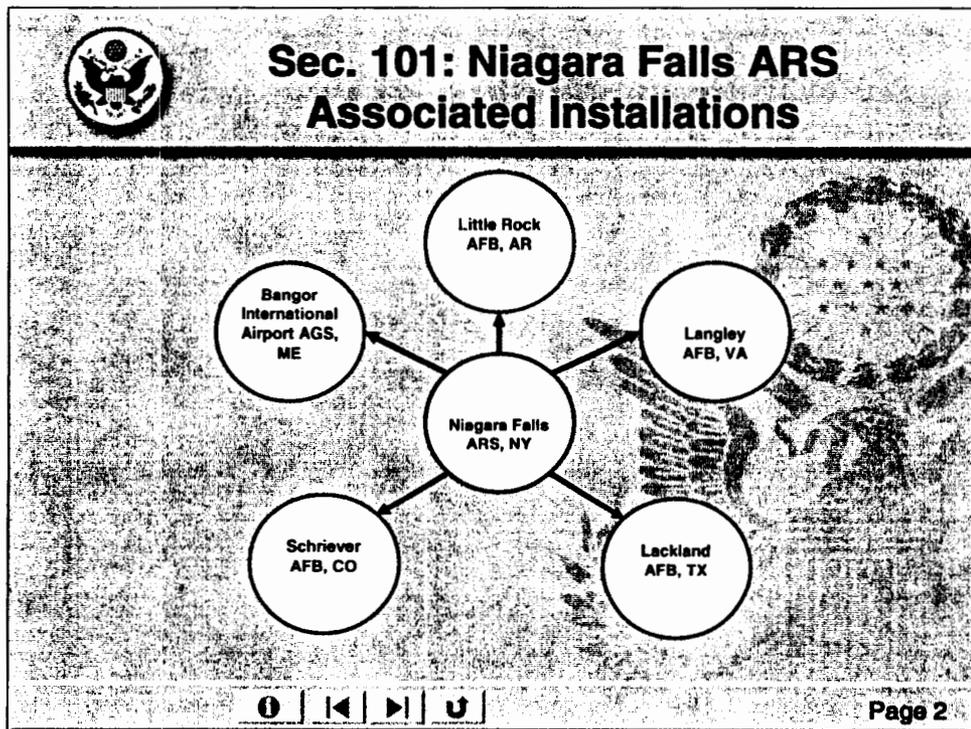
<u>Item</u>	<u>Page:</u>	<u>NPV Rank:</u>	<u>20yr NPV (DoD Baseline)</u>	<u>20Yr NPV (No Milpers)</u>	<u>Delta</u>	<u>%</u>
178	Tech-5	29	(\$680.93)	(\$572.70)	(\$108.23)	16%
<i>Total for Service: Technical</i>			(\$680.93)	(\$572.70)	(\$108.23)	16%







This next recommendation is found in the Bill at Chapter 3 Section 101. The recommendation is to close Niagara Falls Air Reserve Station in Niagara Falls, New York and affects both a Reserve Wing and an Air National Guard Wing.



This slide depicts the distribution of:

- Eight C-130H3 aircraft from an Air Force Reserve Airlift Wing to an Active Duty Airlift Wing in Little Rock, AR,
- Eight KC-135R aircraft from Niagara Falls to Bangor, ME and,
- The Reserve Airlift Wing headquarters to Langley Air Force Base, VA

The recommendation will also realign the Expeditionary Combat Support to the 310th Space Group at Schriever Air Force Base, CO and move the Civil Engineering Squadron to Lackland Air Force Base, TX.

At this point, I would now like to present Mike Flinn, one of the Senior Analysts on the Air Force Team.



Sec. 101: Niagara Falls ARS, NY DoD Justification

- Distributes C-130 force structure from Air Force Reserve to Active Duty at Little Rock AFB
- Addresses an imbalance in the active/reserve manning structure for C-130s
- Distributes KC-135R aircraft to Bangor to replace KC-135E aircraft

COBRA

- \$87M – one time costs
- \$175M 20-year Net Present Value
- 4 Year Payback
- 115 Military and 527 Civilian Positions Affected

Page 3

Thank you Mr. Small. Good afternoon Mr. Chairman and Commissioners.

The justification for closing Niagara Falls Air Reserve Station is part of a larger effort to restructure the C-130 fleet from reserve units to active duty units at Little Rock, in order to address an imbalance in the C-130 active/reserve manning structure.

This recommendation also relocates the KC-135Rs from the Air National Guard's 107th Air Refueling Wing at Niagara Falls to replace older KC-135E tankers at Bangor International Airport Air Guard Station.

The Department of Defense projected that for a one time cost of \$87 million and an additional cost of \$17.8 million during the six year implementation period, they will realize net present value savings of \$175 million over twenty years.

Finally, 115 military and 527 civilians positions will be eliminated or relocated.



Sec. 101: Niagara Falls ARS, NY Issues Raised

- C1
 - Detrimental impact on joint warfighting and current or future missions
- C2
 - Ignores availability and condition of land, facilities, and airspace
- C3
 - No comprehensive capacity analysis was completed at Little Rock AFB
- C4
 - Potential detriment to future manpower
- C5
 - Recent savings not captured in DoD COBRA estimate
- C6
 - Second largest employer in an economically depressed region



Page 4

Several issues were raised regarding the Niagara Falls recommendation as they relate to the BRAC selection criteria. The first issue concerns the degradation of joint warfighting. Niagara Falls is one of only two Air Force installations on which Guard and Reserve units are co-located with shared facilities. It also houses an Army Combat Support Hospital that is provided with airlift from the 914th Airlift Wing. The 914th also provides airlift support to the 10th Mountain Division at Fort Drum.

Relevant to selection Criteria 2, there are no airspace or Air Traffic Control constraints, and no physical encroachment issues at Niagara Falls. Recently, \$45 million in Military Construction was expended to improve the base infrastructure at Niagara Falls such that the average building age is ten years less than on equivalent Air Force facilities. This improved infrastructure includes billeting for 254 transient personnel. The third issue pertains to the ability of the receiving location to accommodate the future total force. BRAC staff verified that a comprehensive capacity analysis was not done for Little Rock Air Force Base. Consequently, the total Military Construction costs to accommodate all the C-130 BRAC related moves to Little Rock was originally underestimated by approximately 63%. We estimate the actual construction costs will be \$246.7 million.

Regarding Criteria 4 and potential manpower impacts, Niagara Falls is a primary recruitment center for Western New York. It has won the Air Force Reserve Command's recruiting award for the last two years. Both Wings exceed 100% of their recruiting goals and have retention rates exceeding 95%. The reservists of the 914th Airlift Wing constitute the lead Reserve night vision goggle unit and are unlikely to relocate. Not only would closing this installation potentially impact future manpower requirements, it also would degrade current and future nighttime operations.

Further, the Department of Defense's COBRA estimate did not capture recent reductions of \$600,000 in non-payroll base operating expenses. Finally, the community estimated that closing the base will result in three times the number of jobs lost than that projected by DOD.



Sec. 101: Niagara Falls ARS, NY Issues Raised

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Regarding Criteria 4 and potential manpower impacts, Niagara Falls is a primary recruitment center for Western New York. It has won the Air Force Reserve Command's recruiting award for the last two years. Both Wings exceed 100% of their recruiting goals and have retention rates exceeding 95%. The reservists of the 914th Airlift Wing constitute the lead Reserve night vision goggle unit and are unlikely to relocate. Not only would closing this installation potentially impact future manpower requirements, it also would degrade current and future nighttime operations.

Further, the Department of Defense's COBRA estimate did not capture recent reductions of \$600,000 in non-payroll base operating expenses. Finally, the community estimated that closing the base will result in three times the number of jobs lost than that projected by DOD.



Sec. 101: Niagara Falls ARS, NY DoD Recommendation

a. Close Niagara Falls Air Reserve Station, NY



Page 5

This concludes my presentation on the recommendation to realign Schenectady County Airport Air Guard Station. At this point I will glad to answer any questions you might have prior to any motions being made.



Sec. 101: Niagara Falls ARS, NY C5. (Savings) / Cost

COBRA DATA		
	DoD COBRA Run	Staff Excursion
One Time Cost	\$87 M	\$87 M
Net Implementation (Savings)/Costs	\$17.8 M	\$16.6 M
Annual Recurring (Savings)/Costs	(\$19.9 M)	(\$19.3 M)
Payback Period	4 Years	4 Years
Net Present Value at 2025	(\$175 M)	(\$170 M)

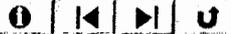


This COBRA estimate captures the Niagara Falls portion of the military construction required at Little Rock. As shown, there is a one time cost of \$87 million and an additional cost of \$17.8 million during the six year implementation period. The payback period is four years with annual savings of \$19.9 million beginning to accrue after 2012. The net present value after 2025 is a savings of \$175 million. However, this estimate does not capture reductions in overhead resulting from a reduction in the lease from \$150,000 per year to \$1. Additionally, electricity rates for Niagara Falls Air Reserve station have been reduced by 45% and should conservatively result in future savings of \$450,000 per year. These adjustments reduced the projected savings in overhead from the DoDs estimate of \$93.9 million to a revised overhead savings of \$47.9 million during the implementation period. As a result, the DoD projected net costs of \$17.8 million during the six year implementation period are reduced to a cost of \$16.6 million. This revises the annual recurring savings downward from \$19.9 million to \$19.3 million. The net present value savings are reduced by \$5 million to \$170 million but the payback period is unchanged.



Sec. 101: Niagara Falls ARS, NY C5: (Savings) / Cost

COBRA DATA			
	DoD COBRA Run	Staff Excursion	Staff Excursion without Mil Pers
One Time Cost	\$87 M	\$87 M	\$87.1 M
Net Implementation (Savings)/Costs	\$17.8 M	\$16.6 M	\$27.2 M
Annual Recurring (Savings)/Costs	(\$19.9 M)	(\$19.3 M)	(\$15.2 M)
Payback Period	4 Years	4 Years	5 Years
Net Present Value at 2025	(\$175 M)	(\$170 M)	(\$120.4 M)



This COBRA estimate captures the proportional share of the MILCON required at Little Rock to accommodate the C-130s from Niagara Falls Air Reserve Station. As shown, there is a one time cost of \$87 million and an additional cost of \$17.8 million during the six year implementation period. The payback period is four years with annual savings of \$19.9 million beginning to accrue after 2012. The net present value after 2025 is a savings of \$175 million. However, this estimate does not capture reductions in overhead resulting from a reduction in the lease from \$150,000 per year to \$1. Additionally, electricity rates for Niagara Falls Air Reserve station have been reduced by 45% and should conservatively result in future savings of \$450,000 per year. These adjustments reduced the projected overhead savings from the DoDs estimate of \$93.9 million to a revised overhead savings of \$44.9 million during the implementation period. As a result, the DoD projected net costs of \$17.8 million during the six year implementation period are reduced to cost of \$16.6 million. This revises the annual recurring savings downward from \$19.9 million to \$19.3 million. The net present value savings are reduced by \$5 million to \$170 million but the payback period is unchanged. If military personnel savings are eliminated, the net implementation costs increase to \$27.2 million. Annual recurring savings are decreased to \$15.2 million and the payback period increases to five years (2014). The net present value savings are further reduced to \$120.4 million.



Staff Assessment

Deviation from Final Selection Criteria

Criterion	Military Value					Other		
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X	X	X	X	X	X		

X=Deviation



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Our staff assessment determined there were deviations from selection criteria 1,2, 3, 4, 5, and 6 of the Final Selection Criteria or the Force Structure Plan.



Sec. 101: Niagara Falls ARS, NY

C1. Impact on Mission and Jointness

DoD Position:

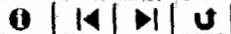
- Distributes C-130 force structure from Air Force Reserve to Active Duty at Little Rock AFB
- Addresses an imbalance in the active/reserve manning structure for C-130s

Community Position:

- 75% of the contingency, combat, homeland defense or peacetime mission conducted by the Reserve and Guard units in the last two years have been with Active Duty and/or other military services

Commission Staff Assessment:

- Recommendation disassembles a joint use facility and disestablishes the lead night vision goggle unit in the Air Force Reserve.



Niagara Falls Air Reserve Station is used jointly by the Air Force Reserves, Air National Guard, and the Army Reserves. Fully 57% of the installation's facilities are shared use. The 914th Airlift Wing supports the 10th Mountain Division at Fort Drum. It also is the lead night vision goggle qualified unit in the Air Force Reserve.

Niagara Falls is the westernmost base in the Continental United States from which a C-130 can fly un-refueled to the European Theatre. C-130 flights coming from further west often stop at Niagara Falls to refuel prior to continuing.

The 107th Air Refueling Wing is the only Air National Guard Tanker Wing that supports both the Air Bridge and the Combat Air Patrol refueling requirements for the Northeast and Midwest.



Sec. 101: Niagara Falls ARS, NY C2. Availability and Condition

DoD Position:

- Distributes C-130 force structure from Air Force Reserve to Active Duty at Little Rock AFB (17 airlift), a base with higher military value

Community Position:

- Method for determining military value is unfairly biased towards Active Duty bases

Commission Staff Assessment:

- Aircraft leave base with 15,000 mi² of airspace, 6 DZs within 52 nm including four on the airfield, and 43 acres of ramp space
- Ignores recent infrastructure improvements
- Strands Federal, State and Local entities that share use



There are no airspace or Air Traffic Control constraints, and no physical encroachment issues associated with Niagara Falls. Over the past ten years, Niagara Falls implemented a concerted effort to modernize its facilities. This included demolishing 17% of the old buildings and expending \$45 million in new construction. As a result, the average age of buildings at Niagara Falls is 10 years less than the average age of buildings at most Air Force Bases. This new construction includes billeting for 254 transient personnel and a modern type 3 underground hydrant fuel delivery system. A new military entrance processing station also was under construction at the time of the commission's base visit.

Finally, the installation supports other Federal users having a homeland defense mission, including the: FBI, Army Guard, Coast Guard, Civil Air Patrol, Customs and Border Protection, and the DEA.



Sec. 101: Niagara Falls ARS, NY

C3: Support to Operations and Training

DoD Position:

- This recommendation distributes more capable KC-135Rs to Bangor (123), replacing the older, less capable KC-135E aircraft. Bangor supports the Northeast Tanker Task Force and the Atlantic Air Bridge

Community Position:

- Niagara Falls ARS had a higher mission capability index than did Bangor International Airport AGS
- High density of aircraft on only one runway will increase airspace encroachment and create challenges to operations and training

Commission Staff Assessment:

- Strategically located
- Ample ramp and apron space
- Significant MILCON estimated for Little Rock AFB



The 107th Air Refueling Wing is the only Air National Guard Tanker Wing that supports both the Air Bridge and the Combat Air Patrol refueling requirements for the Northeast and Midwest.

Niagara Falls Air Reserve Station has facilities available to operate 17 C-130s and 13 KC-135s without requiring new Military Construction. Conversely, the Military Construction required at Little Rock to accommodate all BRAC recommendations related to the C-130 fleet is estimated to cost \$250 million.



Sec. 101: Niagara Falls ARS, NY C4. Manpower Implications

DoD Position:

- None

Community Position:

- Personnel retention rates at Niagara Falls Air Reserve Station exceed 95%
- While deploying over half the Wing, the unit still exceeded their recruiting goals by 20%
- Niagara Falls Air Reserve Station has won the Air Force Reserve Components recruiting award for the last two years

Commission Staff Assessment:

- Unit personnel are likely to resign rather than relocate



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Niagara Falls Air Reserve Station has won Air Force Reserve Command's recruiting awards for the last two years. Both Wings exceeded their recruiting goals by 20% and have retention rates exceeding 95%.

The average reservist at Niagara Falls is 38 years old and has over 14 years of experience, including service in several recent conflicts. 90% of Guard personnel and 75% of Reservist personnel live within a 50 mile radius of the base. They have family and business ties to the community and would probably resign rather than relocate. This would result in the loss of 1185 man years of operational flying experience, 316 of which are specific to night vision operations. Additionally, a major recruiting asset will be lost.



Sec. 101: Niagara Falls ARS, NY C6. Economic Impact

DoD Position:

- "Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,072 jobs (642 direct jobs and 430 indirect jobs) over the 2006-2011 in the Buffalo-Niagara Falls Metropolitan Statistical Area (MSA), which is 0.2 percent of economic area employment."

Community Position:

- Second largest employer in an economically depressed region
- Niagara Falls Air Reserve Station should not have been included in the Buffalo MSA

Commission Staff Assessment:

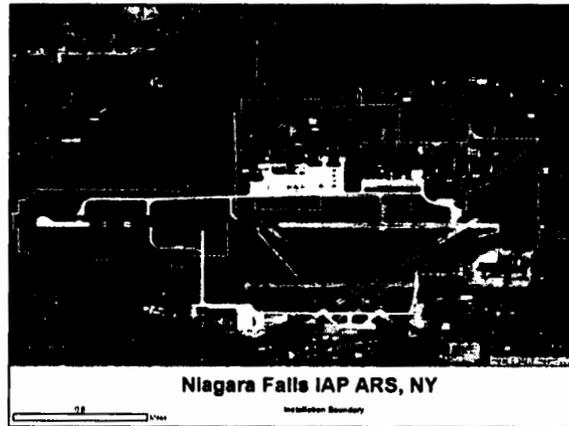
- Economic impact is likely to be greater than that projected by DoD



Niagara Falls is the second largest employer in an economically depressed region. The base has an annual payroll of \$50 million and an annual estimated impact of \$150 million. In estimating the economic impact, Niagara Falls Air Reserve Station was included in the Buffalo Metropolitan Statistical Area (MSA). However, Niagara Falls is a predominately rural area located 30 miles from the Buffalo metropolitan area. According to data provided by the community, the closure of Niagara Falls Air Reserve Station will result in the loss of 2,906 jobs as opposed to the 1,072 in the Department of Defense estimate. This figure represents 3.5% of the county's job base and may increase the areas unemployment rate from 6.1% to over 7%.



Sec. 101: Niagara Falls ARS Aerial Photograph



Page 14

This is an aerial photograph of Niagara Falls Air Reserve Station. Note that the area surrounding the base is primarily agricultural. As a predominantly rural area, there is virtually no encroachment.